

WAGON TYPE	COMMODITY
YWA Salmon KFA (GBRf)	Wood and Concrete Track Panels

Carrying Capacity:

Each Wagon has a carrying capacity:- see individual wagon details

Tare Weight:- see individual wagon details

Gross Laden weight:- see individual wagon details

For exact loading limits see individual wagon on TOPS.

Approximate Panel Weights at 28 sleepers per 60 ft panel.

Wood – 4 t, Jarrah – 7 t, Concrete – 10 t, Switch Bearer type 11 t.

Loading Position:



Plain line panels may be loaded up to 5 tiers high.

Panels containing bolt through sleepers may only be loaded up to 4 tiers high

Panels containing S&C may only be loaded 3 tiers high.

(Some of the larger type concrete sleeper panels may overload Salmon type wagons)

Mixed loads of concrete and wooden panels are permitted providing that the wooden panels are loaded on the top. It is not permitted to load panels constructed with a mix of concrete and/or wooden sleepers due to their different height profiles.

Panels shall be loaded level throughout its length.

It is permitted for panels in association with S&C to have up to 2 sleepers fitted together at the panel ends that can be different from the rest of the sleepers in use on the panel.

Maximum permitted panel length is 18.3 m (60 ft) and the minimum panel length is 9.1 m (30 ft) with a permitted tolerance of up to 1 sleeper width.

Panels shorter than 30 ft shall be dismantled and conveyed separately in sided wagons.

A single short panel between 30 ft to 58 ft can be conveyed with 60 ft panels provided it is loaded on the top and to one end.
Single Short panels may be loaded either centrally or to one end.
Multiple short length panels of varying lengths are not permitted in the same load.
30 ft panel lengths may be loaded in two separate stacks with the stacks kept as even as possible.



Track panels may overhang the wagon headstock by up to 300 mm with rail only.
The end sleepers of each panel shall always be fully supported either by the wagon floor or by the rail of a panel below.

Sleepers may overhang the wagon sides by a maximum of:

Wagon Type	Overhang
YWA Salmon	150 mm
KFA (GBRf)	300 mm

Sleepers that exceed the above overhangs will require cutting back or removing.

Any fish plated joints that form the length of rail shall be robust.

***Panels fitted with check or guard rails**

Panels fitted with such rails may only be loaded if the running rail is higher than the check or guard rail.

If the check or guard rail is higher than the running rail then such panels can only be loaded either as a single tier or be positioned to form the top tier.

*** Bolt Through Sleepers (NOT PERMITTED ON FDA WAGONS)**

Some types of Bullhead Rail Panels have a chair bolting system that goes right through the sleeper. This means that the panel does not sit squarely on the wagon floor.

Longitudinal pieces of timber, min (75 mm x 75 mm) are needed as a base layer. The timber needs to be placed under the panel in two lines the same distance apart as the rails it will support. It is the bolts that keep these timbers in place. Timber shall not be loose underneath a load.

Stanchions: N/A

Bolsters: N/A

Dunnage: N/A

Unsecured Loads: Not Permitted

Securing Equipment:

Panel Length	Minimum wagon winch straps	Minimum hand ratchet and wagon winch straps combined
Up to 18.3 m (60')	6	7
Up to 15.2 m (50')	5	6
Up to 12.1 m (40')	4	5
Up to 9.1 m (30')	3	4

Straps are to be placed equally along the panel length.



A strap shall be placed within the first 4 sleepers at each end of the panel. Straps can not be positioned over rail ends.

Straps shall be 7 m long and fitted with a wear sleeve.

If a wagon winch is found to be defective, then hand ratchet tensioners shall be used in place of defective cargo winch.

When tightening cargo winches tighten the winch is on both sides, so that an equal 'pull' down on both sides of load.

The load needs to be supported both sides of the strap positions, consequently, it is not permissible to place straps between the rail ends and the first sleeper.

Where straps go around sharp edges, suitable strap sleeve protection shall be used. Do not place straps over sleeper ends.

All unused securing equipment is to be either secured across the bed of the wagon or coiled up neatly and placed in the equipment box.

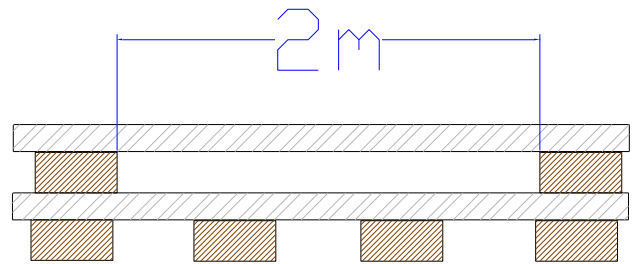
Voids: The maximum permitted unsupported rail span is 2 sleepers missing or no more than 2 m.

Unsupported sleepers are permitted providing the sleepers are securely attached to the rails.

A 2 m unsupported rail end span is permitted providing it is on the top tier only.

If the sleeper is showing signs of rot and can be pulled apart by hand then it shall be removed. The sleepers shall always be firmly attached to the base plates / rail.

Unsupported spans on the wagon floor are permitted up to 4 m providing the distance from the wagon floor to the bottom of the unsupported sleeper does not exceed 30 mm.



Doors/Sides: N/A

Special Equipment:

Competency Level: Load Examiner

Safety: WEAR P.P.E. AT ALL TIMES

Check prior to loading that wagon floors are free from loose material and any previously used dunnage.

Check panels are clear of ballast and any other loose items that could fall from the loads.

Check bonding wires are removed or tied back.

Loose rails or S&C iron work on or within track panels are not permitted.

TRACK PANELS ON A SALMON WAGON

